(घ) और (ङ) (i) भारत में जहाज मरम्मत के क्षेत्र में अधिकांश मौजूदा सुविधाएं बहुत पुरानी हैं और मरम्मत में लगने वाला समय विदेशी शिपयार्डों की तुलना में अधिक होता है जिससे मरम्मत अपेक्षाकृत महंगी पड़ती हैं। इस कमी पर काबू पाने के लिए कलकत्ता पत्तन और बम्बई पत्तन में शुष्क गोदियों के आधुनिकीकरण से संबंधित योजनाओं का कार्यान्वयन आरंभ कर दिया गया; और

(ii) जहाज मरम्मत सुविधाओं को बढ़ाने के लिए सातवीं पंचवर्षीय योजना में निम्नलिखित योजनाएं कार्यान्वित की गई थी:—

(क) 10.00 करोड़ रु० की अनुमानित लागत से केवल ड्रेजरों की मरम्मत के लिए कलकत्ता में एक संयुक्त क्षेत्र की कंतनी क्षेत्र की कंपनी की स्थापना की गई थी ।

(ख) 4.90 करोड रु० की अनुमानित लागत से हिन्दुस्तान शिपयार्ड लि० विशाखापत्तनम में जहाज मरम्मत सुविधाओं का आधुनिकीकरण ।

(ग) 3.65 करोड़ रु० की अनुमानित लागत से कोचीन डाक एण्ड पोर्ट इंजीनियर्स कलकत्ता में जहाज निर्माण तथा जहाज मरम्मत सुविधाओं का आधुनिकीकरण

उपर्युक्त के अलावा सातवीं योजना के दौरान शुरू की गई निम्नलिखित योजना कार्यान्वित की जा रही है :—

16.5 करोड़ रु० की अनुमानित लागत से कोचीन शिपयार्ड लि० कोचीन में अतिरिक्त [illegible] (ड्रे—1 का विस्तार) । यह योजना 98% से अधिक पूरी हो चुकी है

उपर्युक्त योजनागत स्कीमों के अलावा एक निजी कंपनी द्वारा मद्रास पत्तन में विशिष्टता .जहाज निर्माण सुविधा स्थापित की गई है जिसमें दो फोटिंग ड्राई डाक्स है।

**DTC bus services**

652. SHRI MAHENDRA PRASAD: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the total number of Sch. trips of DTC on city routes in April, May, June, 1989, April, May, June, 1990 and April, May, June, 1991;

(b) the total number of trips missed in the above periods, month-wise;

(c) whether it is a fact that the DTC bus services have deteriorated in the Capital;

(d) if so, the reasons therefor and the steps taken/proposed to be taken to meet and improve the situation;

(e) the details of DTC routes in South Delhi on which there were maximum and minimum number of missed trips respectively during the current year, month-wise alongwith the reasons for increasing number of missing trips and the steps taken to ameliorate the condition; and

(f) the details of those DTC routes in South Delhi on which there have been more than 25 per cent missing trips during the current year alongwith the reasons therefor and the steps taken in the matter?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The total number of scheduled trips and trips missed daily during the months of April, May and June for years 1989, 1990 and 1991 are indicated below:—

| | 1989 | | | 1990 | | | 1991 | | |
|---|---|---|---|---|---|---|---|---|---|
| | April | May | June | April | May | June | April | May | June |
| Scheduled trips | 40847 | 41219 | 41355 | 42251 | 43255 | 43654 | 50553 | 47788 | 50649 |
| Trips missed daily | 2866 | 2830 | 2225 | 4525 | 4905 | 5209 | 6891 | 7605 | 8675 |

(c) and (d) Yes, Sir. The deterioration in the DTC bus services is primarily attributed to the increase in the percentage of over-aged fleet and the disturbed conditions which prevailed in Delhi and adjoining States. The steps taken to improve the situation are:—

1. Maintenance of DTC vehicles as per the recommendation of Chassis Manufacturers.

2. Replacement of old buses by new buses.

3. Augmentation of DTC fleet by adding private buses.

4. Improvement of crew behaviour and quality of service.

5. Prompt greivance redressal for staff, commuters, accident victims and suppliers etc.

6. Route rationalisation.

(e) and (f) The details are given in the Statement. The main reasons for missing trips are breakdowns, non-availability of buses, late out-shedding, late running, traffic jams, route curtailments due to acute congestion on the roads.

During crops harvesting season and marriage season also, the trips were missed because of increase in absenteeism among the staff. The following steps are being taken to ameliorate the conditions in South Delhi:—

1. Proper maintenance and up-keep of buses.

2. Fresh instructions have been given to all Depot Managers to lay emphasis on checking the service schedules.

3. Exercise effective control by time keeper.

4. Periodic revision of schedules based on survey results.

5. Periodic rotation of crew.

**Statement**

| Month | Route numbers with Maximum trip missed | Minimum trip missed |
|---|---|---|
| January, 1991 | 511 | 670 |
| February, 1991 | 364 | 431 |
| March, 1991 | 364 | 431 |
| April, 1991 | 434 | 516 Sht. |
| May, 1991 | 490 | 516 |
| June, 1991 | 414 | 516 Sht. |

*Routes having more than 25% missing trips in South Delhi*

| Month | Routes |
|---|---|
| January, 1991 | 50, 407, 440, 507. |
| February, 1991 | 407, 440, 507, |
| March, 1991 | 415, 440, 507, F-1. |
| April, 1991 | 410, 412, 434, 440, 490, 507, 510, 526, F-1. |
| May, 1991 | 407, 410, 440, 464, 490, 507, 510, 526, F-1. |
| June, 1991 | 414, 434, 440, 490, 507, 526, F-1. |